



The disabled *Paulina B*. (Tony Rive)

### Casualties

'Coastal & Short Sea Commentary' has received from Tony Rive of Guernsey a report of a recent accident to the Dutch-owned, Cyprus-registered coaster *Paulina B*. Tony writes:

'On 22nd December 1997, the coaster *Paulina B* (1975/1,096grt, ex-*Paulina Brinkman*), en route from Briton Ferry to Ostend, put out a MAYDAY stating that there had been an explosion in her cargo of coal. The ship was in position 50, 11.75N-00,34.00W. The ship was taking in water and there were seven persons on board. The time was 0956.

'Two vessels, the P&O ro-ro *Pride of Le Havre* and Alderney Shipping's coaster *Isis* (1978/674grt, ex-*Deer Sound*, ex-*David Dorman*) were very close to the casualty and by 1007 were standing off.

'The explosion had blown the two aft hatches over the side, leaving a large buckle in the bulwarks on the port side just forward of the superstructure. The two forward hatches had been blown open and had tilted on their corner, then landed back in the hold. The gangway had been blown off the hatches and also landed in the coal. A door leading down into the hold from above deck had disappeared.

'By 1030, the *Pride of Le Havre* had been released, but the *Isis* was requested to stay on the scene until the French tug *Abeille Languedoc* arrived. Her ETA was 1330. A helicopter from Lee-on-Solent had arrived and had taken off 5 crew members, one of whom had received burns to the side of his face; he had been on the fore-deck at the time of the explosion. Only the Master and one AB were left on board. The operation to lift off the crew was com-

pleted by 1035. At 1042, the Master reported that the *Paulina B* was still taking in water. He and the AB were transferred to the *Isis* at 1113.

'When the tug arrived, the master and AB returned to the ship; pumps were put on board and a tow line fixed. The *Paulina B* was taken to Le Havre.

'This was the second rescue in which the *Abeille Languedoc* (1979/1,585grt) had been involved within three days; she had been called to assist the ro-ro ship *Kukawa* which was on fire 25 miles north-west of Guernsey. The *Kukawa* was later towed to Falmouth by the tug *Far Minara*. It was also the second assist the *Isis* had given recently. On 29th November 1997, she stood by the 20,000-ton container ship *Mosa M*, which had taken a 37.5 degree list to port, 15 miles north of Barfleur. The *Mosa M* was beached two days later'.

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On 7th December 1997, the *Celtic Warrior* (1991/5,878dwt/380teu), owned and operated by Charles M Willie & Co. (Shipping) Ltd. of Cardiff, was in collision with the German-owned container ship *Annegret* (1992/8,224dwt) off Cape Sounion, Greece, and sank. The collision, which happened in gale-force winds and heavy seas, occurred shortly after the *Celtic Warrior* had left Piraeus for Beirut. The *Annegret*, which was en route from Asia to northern Europe, picked up all nine Polish crew from the *Celtic Warrior*, and landed them in Piraeus. The operators of the *Annegret* reported little damage to their vessel and no crew injuries. An inquiry into the incident has opened in Athens.